

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 9, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: March 15, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|--|----------------------------|-----------------|
| 1. | Randall Kashich
110 W. Alquist
Bessemer, MI 49911 | Janitorial Services | \$29,340 |
|----|--|----------------------------|-----------------|

Approval is requested to authorize the Gogebic County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at the roadside park on US-2 near Wakefield in Gogebic County. The contract includes the option of two additional one-year renewals at the same rate upon mutual agreement of the parties. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from April 18, 2005, through April 18, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at a roadside park on US-2 near Wakefield in Gogebic County.

Benefit: Will provide for a safe, clean, sanitary, and properly supplied tourist facility for traveling motorists.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A three-year contract with the option of two additional one-year renewals. This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, there will be a significant increase in public user complaints, and the rest area could become unsafe.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49911.

- | | | | |
|----|---|----------------------------|-----------------|
| 2. | Quick's Lawn Care
N9570 Sturgeon Road
Sagola, MI 49881 | Janitorial Services | \$53,496 |
|----|---|----------------------------|-----------------|

Approval is requested to authorize the Dickinson County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at the roadside park on US-2 east of Iron Mountain in Dickinson County. The contract includes the option of two additional one-year renewals at the same rate upon mutual agreement of the parties. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from April 18, 2005, through April 18, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at a roadside park on US-2 east of Iron Mountain in Dickinson County.

Benefit: Will provide for a safe, clean, sanitary, and properly supplied tourist facility for traveling motorists.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A three-year contract with the option of two additional one-year renewals. This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, there will be a significant increase in public user complaints, and the rest area could become unsafe.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49881.

- | | | | |
|----|---|----------------------------|--------------------|
| 3. | Pat Jackson
24309 Old US-2 East
Watersmeet, MI 49969 | Janitorial Services | \$47,314.08 |
|----|---|----------------------------|--------------------|

Approval is requested to authorize the Gogebic County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at two roadside parks located at US-2 east of Watersmeet and at the Gateway Roadside Park located on US-45 south of Watersmeet in Gogebic County. The contract includes the option of two additional one-year renewals at the same rate upon mutual agreement of the parties. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from April 18, 2005, through April 18, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at two roadside parks located at US-2 east of Watersmeet and at US-45 south of Watersmeet in Gogebic County.

Benefit: Will provide for a safe, clean, sanitary, and properly supplied tourist facility for traveling motorists.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A three-year contract with the option of two additional one-year renewals. This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, there will be a significant increase in public user complaints, and the rest area could become unsafe.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49969.

- | | | | |
|----|---|----------------------------|--------------------|
| 4. | Bekkalann Yard Services
407 Cherry Street
Iron River, MI 49935 | Janitorial Services | \$86,999.88 |
|----|---|----------------------------|--------------------|

Approval is requested to authorize the Iron County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at two roadside parks located on US-2 in Iron County. The contract includes the option of two additional one-year renewals at the same rate upon mutual agreement of the parties. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from April 18, 2005, through April 18, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at the Bates and Alpha Roadside Parks on US-2 in Iron County.

Benefit: Will provide for a safe, clean, sanitary, and properly supplied tourist facility for traveling motorists.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A three-year contract with the option of two additional one-year renewals. This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, there will be a significant increase in public user complaints, and the rest area could become unsafe.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49935.

- | | | | |
|----|--|---------------------|--------------------|
| 5. | S.P.E. Co.
8730 Lakeshore Road
Lakeport, MI 48059 | Night Patrol | \$37,786.40 |
|----|--|---------------------|--------------------|

Approval is requested to authorize the St. Clair County Road Commission to award a one-year subcontract with two optional one-year renewals for the performance of night patrol operations throughout St. Clair County. The night patrol operation monitors changing trunkline conditions throughout St. Clair County and provides quick responses to problem areas or accidents. The project was advertised, and five bids were received. The lowest bid was selected. The subcontract will be in effect upon approval through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for night patrol operations to be performed for the monitoring of road conditions. The night patrol will also alert Road Commission crews with advanced warnings of hazardous conditions, allowing them to mobilize promptly, which will result in increased safety on state trunklines.

Benefit: The contract will help to promote safer roads throughout St. Clair County.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with two optional one-year renewals. This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, there will be a significant increase in accidents with changing weather conditions.

* Denotes a non-standard contract/amendment

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48059.

- | | | | |
|----|---|-----------------|--------------------|
| 6. | G & M Enterprise, Ltd.
19614 West 8 Mile Road
Southfield, MI 48075 | Sweeping | \$35,253.12 |
|----|---|-----------------|--------------------|

Approval is requested to authorize the Washtenaw County Road Commission to award the first optional year of a subcontract for sweeping services to be performed in Washtenaw County and to correct the write-up approved by the State Administrative Board on June 2, 2004. The approved write-up provided for a one-year sweeping subcontract at a cost of \$27,461.52; inadvertently omitted were the two one-year renewals options and a provision for call-out sweepings to be performed in unexpected situations. For year 2004 of the subcontract, the subcontract amount remained unchanged at \$27,461.52. For optional years 2005 and 2006, the subcontract amount will be \$35,253.14 per year, including an additional third cycle of sweeping added at the request of MDOT. The project was advertised, and two bids were received. The lowest bid was selected. The term for the first optional year will be June 1, 2005, through September 30, 2005, with the option of a second one-year renewal. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for sweeping on various state trunklines within Washtenaw County.

Benefit: The contract will help to promote safer roads throughout Washtenaw County by keeping the drains clear so that the roads do not flood.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with the option of two additional one-year renewals. This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If the work is not performed, the drainage structures become clogged and the road floods, creating unsafe road conditions.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48075.

CONTRACTS

7. HIGHWAYS (Real Estate) – Resolution “A” (Excess Property Exchange)
Tract 875, Control Section 83032, Parcel 337, Part A, Parcel 339, Part A
Tract 879, Control Section 83032, Parcel 331, Part A

The subject tracts are located in the township of Liberty, Wexford County, Michigan, and contain approximately 10.02 acres. The US-131 improvement project requires the purchase of limited access rights to the property owned by Mr. and Mrs. Williams. The limited access rights to be acquired are located in the township of Liberty, Wexford County, Michigan. During negotiations with Mr. and Mrs. Williams, it was agreed that MDOT would complete a land exchange in lieu of a total take of the Williamses' property. MDOT will be acquiring the limited access rights to the Williamses' property in exchange for deeding excess property to them. The excess property to be exchanged contains a total of approximately 10.02 acres. It is improved with an old mobile home, a house, and various outbuildings, all in very poor condition. The demolition costs to MDOT are estimated to exceed \$30,000. The value of the property is nominal due to the property being landlocked and the very poor condition of the buildings. The estimated value of the land is \$600 per acre for a total of \$6000. Mr. and Mrs. Williams will take title to the property at no cost to them and will be responsible for all costs associated with the demolition of the improvements and the costs associated with obtaining an easement from the adjacent property owner to access their property. This mutual exchange is estimated to save MDOT in excess of \$24,000. The appraisal for limited access rights to be acquired was completed by Edward Stehouwer, an independent fee appraiser, on October 8, 2003, at \$91,000. The appraisal was reviewed by Judy Raymond, North Region Property Analyst, on October 13, 2004, at \$91,000. An administrative approval was approved by Matt DeLong, Real Estate Administrator, on March 2, 2005, for the amount of \$100,000. The transaction was approved for exchange by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on March 2, 2005, for a mutual exchange. The property was not offered to the local municipalities prior to being offered to the public because it is being used for an exchange. The property has been declared excess by the Bureau of Highways – Development.

Mutual Exchange

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A

New Project Identification: N/A.

Zip Code: 49633.

8. MULTI-MODAL (Aeronautics) - Resolution "A" (Change in Threshold of Aeronautics Contracts)

In accordance with State Administrative Board (SAB) Resolution 2003-01, dated March 4, 2003, a general policy was established that all contracts, grants, and amendments of \$25,000 or more must come before the SAB; the resolution reduced the threshold for state contracts and grants from \$250,000 to \$25,000 and the threshold for state contracts and grants amendments from \$125,000 to \$25,000, regardless of the source of funding or duration. Currently, the Michigan Aeronautics Commission is authorized to enter into contracts, grants, and amendments upon recommendation to the SAB.

MDOT recommends that the requirements of Resolution No. 2003-1 apply to Multi-Modal Transportation Services Bureau (Aeronautics) in that all Aeronautics contracts, grants, and amendments with a threshold under \$25,000 be exempt from approval of the SAB.

Purpose/Business Case: To change the threshold of Multi-Modal Transportation Services Bureau (Aeronautics) contracts in order to make the threshold for SAB approval for these contracts consistent with Resolution 2003-1 and MDOT policy.

Benefit: Will provide for more efficient and effective administration of state government and may help to avoid project delays and/or increased costs to the State of Michigan by reducing the SAB members' time spent reviewing projects under \$25,000.

Funding Source: Federal Aviation Administration Funds, State Restricted Aeronautics Funds, and/or local funds, depending on the project.

Commitment Level: N/A.

Risk Assessment: If this resolution is not approved, all Aeronautics contracts under \$25,000 will continue to require approval by the State Administrative Board, which is inconsistent with all other areas of MDOT.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48909.

9. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z16/R2) under Contract (2001-0512) between MDOT and Rowe, Inc., will provide for additional design services to be performed from Center Road to Irish Road, Genesee County, and will increase the authorization amount by \$30,583.02. This project is being revised from concrete overlay to concrete reconstruction and will involve revisions to the plans, profiles, cross-sections, project construction schedule, maintaining traffic special provision, and project quantities. This revision is being made due to concerns with future pavement maintenance on concrete overlay sections. MDOT is also requesting that signing within the project limits be replaced and not salvaged, as previously specified. The original authorization provides for design services on I-69 from Center Road to Irish Road, Genesee County (CS 25084 - 60478C). The authorization term remains unchanged, September 9, 2002, through June 11, 2006. The revised authorization amount will be \$400,289.98. The contract term is June 11, 2001, through June 11, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This project is being revised from concrete overlay to concrete reconstruction and will involve revisions to the plans, profiles, cross-sections, project construction schedule, maintaining traffic special provision, and project quantities. This revision is being made due to concerns with future pavement maintenance on concrete overlay sections. MDOT is also requesting that signing within the project limits be replaced and not salvaged as previously specified.

* Denotes a non-standard contract/amendment

Benefit: Work will continue with a more appropriate fix, and the project will be let on time.
Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: Without this revision, the consultant may not be able to finish the design of this project within the existing schedule.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A for revision; qualifications-based for original authorization.
New Project Identification: This is not a new project.
Zip Code: 48423.

10. HIGHWAYS – Time Extension

Amendatory Contract (2002-0171/A4) between MDOT and The Corradino Group, P.S.C., will extend the contract term by one year to provide sufficient time for the completion, printing, and circulation of the Final Environmental Impact Statement. The original contract provides for the design of the I-75 freeway corridor in Oakland County (CS 63174 - JN 55776). The revised contract term will be March 7, 2002, through April 1, 2006. The maximum dollar amount of the contract remains unchanged at \$2,525,005.00. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The time extension will allow sufficient time for the completion, printing, and circulation of the Final Environmental Impact Statement and the conduct of another public meeting to conclude the study.
Benefit: MDOT will be able to provide a complete and comprehensive Final Environment Impact Statement for stakeholder review and comment. Stakeholders will also have one more opportunity to meet with MDOT at a public meeting regarding the proposed improvements.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: The public meeting was requested by stakeholders and will provide an additional opportunity for the public to comment and bring closure to this phase of the project. Without this time extension, the public would not have the opportunity to make comments.
Cost Reduction: N/A: this is a time extension.
Selection: N/A for amendment; qualifications-based for original contract.
New Project Identification: This is not a new project.
Zip Code: 48083.

11. HIGHWAYS - IDS Research Services

Authorization (Z11) under Contract (2002-0532) between MDOT and Michigan State University will provide for research services to be performed for investigation of the effects of Michigan multi-axle trucks on pavement distress. The authorization will be in effect from date of award through two years. The authorization amount will be \$249,940. The contract term is from September 10, 2003, through April 21, 2007, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To initiate the second phase of a two-phase research project with Michigan State University, which includes studying the effects of Michigan multi-axle trucks on pavement distress.
Benefit: A better understanding of the effects of different truck axle configurations on our pavements. This will result in new load equivalency factors and truck factors, which are crucial values used in the pavement design process. There will also be an improvement in our distress identification system. Distresses that cannot be picked up by the annual video distress surveys could be identified from the ride quality profile measurement. The resulting

Distress Indexes (DIs) of our pavements will be more representative of actual conditions and performance measures will be more accurate.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not undertaking this research would be not having the load equivalency factors and truck factors updated. These factors have not been updated since 1973. Another risk would be loss of potential improvement in pavement performance prediction and modeling due to in-field distresses not being identified by current surveillance systems.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48824.

12. HIGHWAYS – IDS Design Services

Authorization Revision (Z11/R2) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for additional design services during construction to be performed on an as-needed basis for two bridges on I-94 over US-24 in Wayne County and will increase the authorization amount by \$130,600. The additional design services during construction will be for bridge replacement with twin steel tied arches, including checking the contractor's scheme for erecting this complex structure. Due to the complexity of this structure, which will be the first of its kind in Michigan, additional hours are needed to perform the analysis. The original authorization provides for design services during construction to be performed for two bridges on I-94 over US-24 in Wayne County (CS 82022 – JN 51516A). The authorization term remains unchanged, March 4, 2004, through April 10, 2006. The revised authorization amount will be \$542,290.20. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will provide for additional design services during construction to be performed on an as-needed basis for two bridges on I-94 over US-24 in Wayne County and will increase the authorization amount by \$130,600. The additional design services during construction will be for bridge replacement with twin steel tied arches, including checking the contractor's scheme for erecting this complex structure. Due to the complexity of this structure, which will be the first of its kind in Michigan, additional hours are needed to perform the analysis. The original authorization provides for design services during construction to be performed for two bridges (S13 and S14) on I-94 over US-24 in Wayne County (CS 82022 – JN 51516A), including providing timely design assistance for any problems that arise during construction.

Benefit: Two new bridges that will meet current standards and will be of aesthetic benefit to the area.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing structures are in poor condition and need replacing, upgrading, and repairs if this interchange is to continue to function.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This project not new; it is construction assistance on a project that has already been designed.

Zip Code: 48180.

13. *HIGHWAYS – Revise Scope, Extend Term

Amendatory Contract (2003-0260/A5) between MDOT and URS Corporation Great Lakes will retroactively revise the scope to change all signage to Clearview font, at no additional cost to MDOT, and will extend the contract term by five months. The time extension is needed to provide sufficient time for the consultant to complete the additional work. The original contract, which expired on March 1, 2005, provided for the design of the reconstruction of I-96, including 34 bridge structures, from west of the eastbound I-96/M-39 ramp to Schafer Road in the city of Detroit, Wayne County. The revised contract term will be May 16, 2003, through August 1, 2005. The contract amount remains unchanged at \$4,681,951.11. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This amendment will retroactively revise the scope to change all signage to Clearview font, at no additional cost to MDOT, and will extend the contract term by five months. The time extension is needed to provide sufficient time for the consultant to complete the additional work and will save MDOT the costs that would otherwise be associated with this change. The original contract provides for the design of the reconstruction of I-96, including 34 bridge structures, from west of the eastbound I-96/M-39 ramp to Schafer Road in the City of Detroit, Wayne County. This reconstruction project is included within the MDOT Five Year Road Plan and is currently planned to be constructed during the summer of 2005.

Benefit: The benefit of this amendment is to allow the original design consultant to make the necessary font change to Clearview font on all signage associated with this project at no additional cost to MDOT.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this amendment is that the font changes will not be completed in time for construction letting and MDOT will not be able to have the work done at no cost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for the original contract.

New Project Identification: This is not a new project.

Zip Code: 48217.

14. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z9) under Contract (2003-0314) between MDOT and U.P. Engineers & Architects, Inc., will provide for full construction engineering services, including milling and resurfacing, to be performed on US-2 from US-41 in the village of Powers westerly to west of the Dickinson/Menominee county line in Meyer, Spalding, and Waucedah Townships, Menominee and Dickinson Counties (CS 55021 - JN 73615A). This authorization will be in effect from the date of award through May 22, 2006. The authorization amount will be \$284,787.88. The contract term is May 22 2003, through May 22, 2006. Source of Funds: 81.85% Federal Highway Administration Funds, and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for full construction engineering services, including milling and resurfacing, on US-2 from US-41 in the Village of Powers westerly to west of the Dickinson/Menominee county line in Meyer, Spalding, and Waucedah Townships, Menominee and Dickinson Counties.

Benefit: This authorization will provide for the necessary oversight for the construction contract to ensure that the project is built according to the plans and specifications, will provide for engineering during the course of construction, and will provide for review of any changes or extras required during construction.

Funding Source: 81.85% Federal Highway Administration Funds, and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing these services is that the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work and subsequent loss of federal funding for construction due to lack of required oversight. Additionally, not authorizing these services now may also result in the loss of federal funding for this entire project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49847.

15. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z24) under Contract (2003-0343) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services to be performed on M-1 (Woodward Avenue) from Winchester Street to Tuxedo Avenue in the cities of Highland Park and Detroit, Wayne County (CS 82131 - JN 60442). The work items will include cold milling and hot mix asphalt resurfacing, reconstruction of parking lanes, curb and gutter work, sidewalk replacement, joint repair, pavement markings, and traffic signal modifications. The authorization will be in effect from the date of award through August 22, 2006. The authorization amount will be \$716,212.54. The contract term is August 22, 2003, through August 22, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full construction engineering inspection, testing, and preliminary staking services for the oversight of MDOT's project on M-1 (Woodward Avenue) from Winchester Street to Tuxedo Avenue in the cities of Detroit and Highland Park, Wayne County.

Benefit: This contract will provide for the inspection and oversight of all contract work on the construction contract to ensure that all materials and workmanship are in accordance with MDOT specifications and guidelines and to measure, document, and process payment for all construction contract work. It will ensure all FHWA rules and regulations are followed as necessary to provide for federal funding.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined would result in the loss of federal funds and be contrary to state policy and regulations.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48202 & 48203.

16. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z2/R1) under Contract (2003-0488) between MDOT and Rowe, Inc., will provide for additional design services to be performed on Irish Road to M-15 in Genesee County and will increase the authorization amount by \$47,538.54. This project is being revised from concrete overlay to concrete reconstruction and will involve revisions to the plans, profiles, cross-sections, project construction schedule, maintaining traffic special provision, and project quantities. This revision is being made due to concerns with future pavement maintenance on concrete overlay sections. MDOT is also requesting that signing within the project limits be replaced and not salvaged, as previously specified. The original authorization provides for design services to be performed on I-69 from Irish Road to M-15, Genesee County (CS 25084 - 56984C). The authorization term remains unchanged, December 18, 2003, through August 5,

2006. The revised authorization amount will be \$305,930.53. The contract term is August 5, 2003, through August 5, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This project is being revised from concrete overlay to concrete reconstruction and will involve revisions to the plans, profiles, cross-sections, project construction schedule, maintaining traffic special provision, and project quantities. This revision is being made due to concerns with future pavement maintenance on concrete overlay sections. MDOT is also requesting that signing within the project limits be replaced and not salvaged, as previously specified.

Benefit: Work will continue with a more appropriate fix, and the project will be let on time.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without this revision, the consultant may not be able to finish the design of this project within the existing schedule.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48423.

17. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z23/R1) under Contract (2003-0488) between MDOT and Rowe, Inc., will provide for additional design services to be performed on I-94 from Joy Boulevard to M-29 in Macomb County (CS 50111 - JN 55656C) and will increase the authorization amount by \$77,102.43. This work has always been a part of the project; however, MDOT is not able to perform these services as originally planned, so the services need to be completed by the design consultant. The original authorization provides for design services to be performed on I-94 from Joy Boulevard to M-29. The authorization term remains unchanged, January 20, 2005, through August 5, 2006. The revised authorization amount will be \$631,709.88. The contract term is August 5, 2003, through August 5, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This contract is for the negotiated fees of additional services to perform design survey work. This work has always been a part of the project; however, MDOT is not able to perform these services as originally planned, so the services need to be completed by the design consultant. These survey services will be performed for the design of eastbound and westbound I-94 cold milling, concrete patching, and resurfacing projects (JN 55656). The project limits are from Joy Road to M-29. The project length is 4.54 miles, and the existing pavement is in extremely poor condition. The existing roadway consists of three lanes from Joy Road to approximately 1500 feet south of M-29; two lanes then continue to M-29. The project is currently planned to be constructed during the summer of 2007.

Benefit: The survey information that will be collected will enable the design consultant to start the design process and ensure the accuracy of the construction drawings.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The survey data information is the first step in the design process. This information is imperative to the start of developing construction drawings and maintaining design accuracy. Should this work not be approved, the cost of delaying the project and the additional cost of maintenance during this delay would be greater than the additional costs of these services.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is for the reconstruction of an existing roadway with no increase in capacity.

Zip Code: 48045.

18. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z25/R1) under Contract (2003-0488) between MDOT and Rowe, Inc., will provide for additional design services to be performed on I-94 from Masonic Boulevard to Joy Boulevard in Macomb County (CS 50111 - JN 72401C) and will increase the authorization amount by \$113,703.92. This work has always been a part of the project; however, MDOT is not able to perform these services, as originally planned, so the services need to be completed by the design consultant. The original authorization provides for design services to be performed on I-94 from Masonic Boulevard to Joy Boulevard. The authorization term remains unchanged, January 20, 2005, through August 5, 2006. The revised authorization amount will be \$776,741.18. The contract term is August 5, 2003, through August 5, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This contract is for the negotiated fees of additional services to perform design survey work. This work has always been a part of the project; however, MDOT is not able to perform these services as originally planned, so the services need to be completed by the design vendor. These survey services will be performed for the design of eastbound and westbound I-94 cold milling, concrete patching, and resurfacing projects (JN 72401). The project limits are from Masonic to Joy Road. The project length is 6.85 miles, and the existing pavement is in extremely poor condition. The existing roadway consists of three lanes from Masonic Boulevard to Joy Road. The project is currently planned to be constructed during the summer of 2007.

Benefit: The survey information that will be collected will enable the design vendor to start the design process and ensure the accuracy of the construction drawings.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The survey data information is the first step in the design process. This information is imperative to the start of developing construction drawings and maintaining design accuracy. Should this work not be approved, the cost of delaying the project and the additional cost of maintenance during this delay would be greater than the additional cost of these services.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new roadway. It is the reconstruction of an existing roadway with no increase in capacity.

Zip Code: 48047.

19. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z20) under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for construction engineering services to be performed for the removal and replacement of the existing structure on M-46 over Duke Creek in Kent County (CS 41121 - JN 60553A) within the area of Grand Rapids Transportation Service Center (TSC). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and recordkeeping, and finaling documentation. The authorization will be in effect from the date of award through September 3, 2006. The authorization amount will be \$116,263.64. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for construction engineering services to be performed for the removal and replacement of the existing structure on M-46 over Duke Creek in Kent County (CS 41121 - JN 60553A) within the Grand Rapids TSC. The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and recordkeeping, and finaling documentation.

Benefit: The benefits of this authorization include adequate project administration and inspection and testing as required by federal law, which will result in a high quality product for the people of Michigan. This authorization will also ensure that all parts of the construction are up to MDOT standards.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to properly oversee the construction could result in substandard work and loss of federal dollars.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is for work on an existing roadway and bridge.

Zip Code: 49451.

20. ***HIGHWAYS – Increase Maximum MDOT Amount**

Amendatory Contract (2003-0737/A1) between MDOT and the Board of County Road Commissioners of the County of Monroe will increase the maximum MDOT amount under the contract from \$350,000 to \$382,800 in order to provide for MDOT to participate in its full 60 percent shared cost amount and to meet the need for the construction of a larger chemical storage shed than originally planned. The contract term remains unchanged, February 20, 2004, through February 20, 2006. The maximum contract amount remains unchanged at \$580,000. Source of Funds: 60% State Restricted Trunkline Funds and 40% Monroe County Funds.

Purpose/Business Case: To increase the maximum MDOT amount under the contract from \$350,000 to \$382,800 in order to provide for MDOT to participate in its full 60 percent shared cost amount and to meet the need for the construction of a larger chemical storage shed than originally planned.

Benefit: Will provide for the construction of a larger chemical storage shed than originally planned, as needed, and will increase the maximum MDOT amount to provide for the full 60 percent state share.

Funding Source: 60% State Restricted Trunkline Funds and 40% Monroe County Funds. The state's share will not exceed \$382,800.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Monroe County. Failure to award this amendment and construct the needed larger facility would result in lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent use of trunkline budget for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49504.

21. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z2/R2) under Contract (2004-0154) between MDOT and L.S. Engineering, Inc., will provide for additional as-needed inspection and testing services to be performed on M-21/I-96 in Kent County and will increase the authorization amount by \$62,706.48 (CS various - JN various). After the initial authorization was approved, another project was identified that will be constructed in the spring. Additional services will ensure that proper inspection, testing, and documentation will occur. The original authorization provides for as-needed inspection and testing services to be performed on various projects within the area of the Grand Rapids Transportation Service Center (TSC). The authorization term remains unchanged, August 12, 2004, through March 16, 2007. The revised authorization amount will be \$129,772.84. The contract term is March 16, 2004, through March 16, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: These additional services are for as-needed construction inspection and testing services on the M-21/I-96 bridge project in the area of the Grand Rapids TSC. After the initial authorization was approved, another project was identified that will be constructed in the spring. Additional services will ensure that proper inspection, testing, and documentation will occur.

Benefit: The benefits include adequate inspection and testing, as required by federal law, on the existing freeway which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving the additional as-needed construction inspection and testing services for the M-21/I-96 bridges is that the Grand Rapids TSC will not have adequate inspection and testing on this project, which could result in substandard work and possible loss of federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49546.

22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z16) under Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will provide for complete topographic mapping to be performed through the city of Flint on I-475 from the north intersection with I-75 to the south intersection with I-75 in Genesee County (CS 25132 - JN 74397C). This authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$733,381.05. The contract term is from April 7, 2004, through April 7, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To produce a topographic map of I-475 through Flint to aid the engineering phase of a full removal and replacement.

Benefit: The topographic map will be used to compute quantities and aid in depicting existing features.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The calculation of quantities will be crucial on a project of this size. Without it, the error in quantity estimates could result in extras during the construction phase, costing premium dollars to MDOT.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48502.

23. HIGHWAYS - IDS Design Services

Authorization (Z29) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will provide for design services to be performed on M-125 from the I-75/M-125 connector to the Monroe south city limits. The work items will include 8.5 miles of milling and resurfacing, culvert replacements, and maintaining traffic. This authorization will be in effect from the date of award through April 20, 2007. The authorization amount will be \$447,090.51. The contract term is from April 20, 2004, through April 20, 2007. Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Purpose/Business Case: M-125 from the I-75/M-125 Connector to Monroe city limits is in need of repair. The proposed project will consist of milling, resurfacing, joint repairs, and drainage improvements.

Benefit: A smoother ride and improved drainage.

Funding Source: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If we do not undertake this project, this road will need increased maintenance to keep it functioning.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This project is for resurfacing and restoration work.

Zip Code: 48161.

24. HIGHWAYS – IDS Construction Engineering Services

Authorization (Z17) under Contract (2004-0334) between MDOT and Fishbeck, Thompson, Carr & Huber will provide for geoenvironmental engineering services to be performed for remediation work at Ivan's Canoe Rental in the village of Branch, Lake County. This property is a site of trichloroethylene groundwater contamination. The remediation work will improve the groundwater quality at this location and keep MDOT in compliance with State of Michigan environmental statutes. The authorization will be in effect from the date of award through July 14, 2007. The authorization amount will be \$194,977.63. The contract term is July 14, 2004, through July 14, 2007. Source of Funds: 100% Michigan Department of Environmental Quality (State Sites Cleanup) Funds.

Purpose/Business Case: To provide for remediation work to be performed for the Ivan's Canoe Rental property, a site of environmental contamination, where the groundwater is contaminated with a plume of trichloroethylene (TCE). MDOT is partially liable for the contamination, which happened at an asphalt batch plant located there during road construction work on US-10 in the early 1970s. TCE was improperly disposed of after being used in asphalt quality testing. The first phase of site remediation was completed in 2002, and the groundwater has been monitored since then. The second phase of site remediation, which is planned for spring of 2005, will continue down to US-10, approximately 300 feet.

Benefit: Completing the cleanup of this site will improve the groundwater quality at this location and keep MDOT in compliance with State of Michigan environmental statutes.

Funding Source: 100% Michigan Department of Environmental Quality (State Sites Cleanup) Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: MDOT will be out of compliance with Part 201 of Act 451, P.A. 1994, as amended, if this project is terminated.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project. The environmental remediation project at this site has been on-going since 2002.

Zip Code: 49646.

25. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z20) under Contract (2004-0334) between MDOT and Fishbeck, Thompson, Carr & Huber will provide for as-needed inspection and testing services to be performed for the area of the Lansing Transportation Service Center (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. This authorization will be in effect from the date of award through February 14, 2007. The authorization amount will be \$364,622.28. The contract term is February 14, 2004, through February 14, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization will provide for as-needed inspection and testing services to be performed for the area of the Lansing Transportation Service Center (CS various - JN various). The work items include project administration, inspection, quality assurance testing and preparation and documentation of project records.

Benefit: Will provide for construction engineering services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The loss of federal funding participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is rehabilitation of existing roadways.

Zip Code: 48823.

26. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z21) under Contract (2004-0334) between MDOT and Fishbeck, Thompson, Carr & Huber will provide for full construction engineering services to be performed for the cold-milling, hot mix asphalt (HMA) resurfacing, five bridge/culvert replacements, drainage and intersection improvements, and guardrail upgrading for 13.4 miles of M-21 from the Pewamo city limits easterly to the St. Johns city limits in Clinton County (CS 19061 - JNs 46023A, 53263A, and 72729A); the cold-milling, HMA resurfacing, minor widenings, drainage improvements, and guardrail upgrading for 2.6 miles of M-21 from Gould Street to Sylvia Drive in Shiawassee County (CS 76062 - JN 75612A); and the placement of 8.8 miles of paver place surface seal on M-21 from Sylvia Drive to M-13 in Shiawassee County (CS 76062 - JN 79739A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling. The authorization will be in effect from the date of award through July 14, 2007. The authorization amount will be \$734,173.14. The contract term is July 14, 2004, through July 14, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: This authorization will provide for full construction engineering services to be performed for the cold-milling, hot mix asphalt (HMA) resurfacing, five bridge/culvert replacements, drainage and intersection improvements, and guardrail upgrading for 13.4 miles of M-21 from the Pewamo city limits easterly to the St. Johns city limits in Clinton County (CS 19061 - JN 46023A, 53263A, and 72729A); the cold-milling, HMA resurfacing, minor widenings, drainage improvements, and guardrail upgrading for 2.6 miles of M-21 from Gould Street to Sylvia Drive in Shiawassee County (CS 76062 - JN 75612A); and the placement of 8.8 miles of paver place surface seal on M-21 from Sylvia Drive to M-13 in Shiawassee County (CS 76062 - JN 79739A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting and finaling.

Benefit: Will provide for full construction engineering services that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is reconstruction of an existing roadway.

Zip Code: 48823.

27. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5420) between MDOT and Calhoun County Community Development will provide for funding participation in the following improvements:

PART A

Development and management of the Highway I-69 Heritage Route application, which will include, but not be limited to, the following work activities: identification of continuing funding sources; preparation of grant applications, including coordination with other affected agencies; administration of grant awards; project oversight; preparation and administration of subcontracts and performance of any other Heritage Route staff responsibilities (agendas, meeting minutes, mailings, etc.).

PART B

Facilitation of data collection and data dissemination for the proposed Highway I-69 Heritage Route along Highway I-69 from the Indiana state line to Highway I-94.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$14,876	\$18,800	\$33,676
State Restricted Trunkline Funds	\$ 3,719	\$ 4,700	\$ 8,419
Calhoun County Community Development Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$18,595</u>	<u>\$23,500</u>	<u>\$42,095</u>

SBD 84900 – 52994; SPR 84900 - 81103 Branch & Calhoun Counties
No Letting

Purpose/Business Case: To financially assist in administrative duties associated with management of I-69 Heritage Route.

Benefit: Will support good public relations, increase visibility for tourism, and provide additional opportunities for federal grants.

Funding Source: Federal Highway Administration Funds and State Restricted Trunkline Funds.

Commitment Level: Parts A and B: 80% federal, 20% state, 0% county; Part A fixed at \$18,595; Part B fixed at \$23,500.

Risk Assessment: Possible loss of additional funding through the State Planning and Research Fund and Scenic America program.

Cost Reduction: Fixed cost contract negotiated with County.

Selection: N/A.

New Project Identification: Study on existing highway, no new work.

Zip Code: 49068.

28. HIGHWAYS – Memorandum of Understanding for Enhancement Work

Memorandum of Understanding (2004-5513) between MDOT and the Michigan Department of Natural Resources (MDNR) will provide for participation in the following improvements:

PART A

Grading work for the Tahquamenon Scenic Heritage Route Visitor Information Point and Picnic Area, including the placement of aggregate base, vault toilets, and picnic tables and the construction of an informational kiosk along the east side of Highway M-123 on Whitefish Bay at the Tahquamenon River.

PART B

Bituminous surfacing work for the Tahquamenon Scenic Heritage Route Visitor Information Point and Picnic Area along the east side of Highway M-123 on Whitefish Bay at the Tahquamenon River.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$26,750	\$19,500	\$46,250
State Restricted Trunkline Funds	\$ 0	\$ 0	\$ 0
Michigan Department of Natural Resources Funds	<u>\$ 7,550</u>	<u>\$ 5,500</u>	<u>\$13,050</u>
Total Funds	<u>\$34,300</u>	<u>\$25,000</u>	<u>\$59,300</u>

STE 17011 – 81312, 80971; Chippewa County

Part A constructed by MDNR; Part B - Letting of 5/6/2005

Purpose/Business Case: To provide for site improvements to an existing MDNR picnic area.

Benefit: Will provide a visitor information point for the Tahquamenon Scenic Heritage Route.

Funding Source: FHWA enhancement funds and MDNR funds.

Commitment Level: 78% FHWA funds; 22% MDNR funds.

Risk Assessment: Loss of tourism opportunities.

Cost Reduction: Part A - Construction by MDNR forces; Part B – low bid by MDOT.

Selection: Low Bid.

New Project Identification: New construction on an existing site.

Zip Code: 49768.

29. HIGHWAYS - IDS Research Services

Authorization (Z2) under Contract (2005-0014) between MDOT and Michigan Technological University will provide for research services to be performed for the development of rapid construction solutions using prefabricated prestressed concrete system. The authorization will be in effect from date of award through thirteen months. The authorization amount will be \$60,727. The contract term is from November 29, 2004, through September 30, 2009, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Complete or partial replacement is in some cases the only alternative for the renewal of degraded or damaged bridges. Complete replacement is normally the most expensive solution and may involve a single member or the entire structure. The high cost of this bridge renewal technique is not only that associated with the structure cost and its construction, but also with the impact on the traveling public. Rapid bridge replacement techniques are thus important to replace and re-open damaged bridges quickly to minimize traffic disruption.

Benefit: The prefabricated prestressed bridge element replacement concept is considered to offer several advantages, including faster erection, cost savings in construction, reduced weight, and increased underclearance. The project will lead to improved understanding of overall bridge response with prefabricated prestressed elements and quantitative assessment of connection design and behavior through numerical analyses.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: A reduction in cost and construction time of bridge structures will not be realized without a clear understanding of the benefits and limitations of prefabricated prestressed bridge replacement techniques.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This a new research project.

Zip Code: 49931.

30. HIGHWAYS - IDS Design Services

Authorization (Z2) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will provide for design services during construction to be performed on an as-needed basis for I-96 from Schaefer Highway to Roosevelt Street in the city of Detroit, Wayne County (CS 82123 - JN 80694A). The work items include providing timely design assistance for any problems that arise during construction, including plan revisions to incorporate any unforeseen field conditions. The authorization will be in effect from the date of award through December 20, 2007. The authorization amount will be \$149,101.39. The contract term is December 20, 2004, through December 20, 2007. Source of Funds: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, and 1.25% City of Detroit funds.

Purpose/Business Case: This authorization will provide for design services during construction to be performed on an as-needed basis for I-96 from Schaefer Highway to Roosevelt Street in the city of Detroit, Wayne County. This work is being added to the project at the request of the Metro Region leadership. The construction project is for \$94 million, so it is quite reasonable to expect problems to arise. The work items include providing timely design assistance for any problems that arise during construction, including plan revisions to incorporate any unforeseen field conditions. This authorization will allow the original design consultant to be present at preconstruction and post construction meetings, as well as answering construction contractor questions about the design plans at any time. The consultant will also be able to verify substitutions or changes requested by the contractor and provide timely reviews of shop drawings submitted by the contractor. This service is not used to add new design work to a project, nor can it be used to correct errors or omissions that may exist within the final plans.

Benefit: The benefits to MDOT include the ability to maintain a strict construction schedule for a very large project, which is expected to have some unknown problems. This service will result in a high quality construction product delivered on time, saving excessive additional expense resulting from a lower quality or late construction product.

Funding Source: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, and 1.25% City of Detroit funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing these services is that the construction project may be delayed or proceed in error because the original design consultant will not be available. This may lead to higher unit prices and local detours that last longer than planned and may require increased MDOT supervision. Any of these problems on a project this large will cause unnecessary excessive additional expense.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

31. HIGHWAYS - IDS Design Services

Authorization (Z3) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will provide for design services during construction to be performed on an as-needed basis for I-96 from M-39 to Schaefer Highway in the city of Detroit, Wayne County (CS 82123 - JN 52803A). The work items include providing timely design assistance for any problems that arise during construction, including plan revisions to incorporate any unforeseen field conditions. The authorization will be in effect from the date of award through December 20, 2007. The authorization amount will be \$149,101.39. The contract term is December 20, 2004, through December 20, 2007. Source of Funds: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, and 1.25% City of Detroit funds.

Purpose/Business Case: This authorization will provide for design services during construction to be performed on an as-needed basis for I-96 from M-39 to Schaefer Highway in the city of Detroit, Wayne County. This work is being added to the project at the request of the Metro Region leadership. The construction project is for \$94 million, so it is quite reasonable to expect problems to arise. The work items include providing timely design assistance for any problems that arise during construction, including plan revisions to incorporate any unforeseen field conditions. This authorization will allow the original design consultant to be present at preconstruction and post construction meetings, as well as answering construction contractor questions about the design plans at any time. The consultant will also be able to verify substitutions or changes requested by the contractor and provide timely reviews of shop drawings submitted by the contractor. This service is not used to add new design work to a project, nor can it be used to correct errors or omissions that may exist within the final plans.

Benefit: The benefits to MDOT include the ability to maintain a strict construction schedule for a very large project, which is expected to have some unknown problems. This service will result in a high quality construction product delivered on time, saving excessive additional expense resulting from a lower quality or late construction product.

Funding Source: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, and 1.25% City of Detroit funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing these services is that the construction project may be delayed or proceed in error because the original design consultant will not be available. This may lead to higher unit prices and local detours that last longer than planned and may require increased MDOT supervision. Any of these problems on a project this large will cause unnecessary excessive additional expense.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

32. HIGHWAYS - IDS Engineering Services
Contract (2005-0104) between MDOT and Baker & Associates will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
33. HIGHWAYS - IDS Engineering Services
Contract (2005-0109) between MDOT and CH2M Hill Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
34. HIGHWAYS - IDS Engineering Services
Contract (2005-0114) between MDOT and Tetra Tech MPS will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
35. HIGHWAYS - IDS Engineering Services
Contract (2005-0116) between MDOT and Arcadis FPS/Finkbeiner, Pettis & Strout, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
36. *HIGHWAYS – State Trunkline Maintenance
Retroactive Contract (2005-0117) between MDOT and the Village of Bellevue will provide for the performance of state trunkline maintenance within the village of Bellevue. The contract will be in effect from October 1, 2004, through September 30, 2009.

P.A. 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. This maintenance contract was not competitively bid but was negotiated with the local units of government. MDOT has made findings that such negotiated agreements are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c).

This contract will operate on a cost reimbursement basis, subject to final audit to actual costs. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the Maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipality budgets. Source of Funds: 100% State Restricted Trunkline Funds.

This contract is retroactive because it was inadvertently omitted from the list of state trunkline maintenance contracts approved by the State Administrative Board on September 7, 2004.

Purpose/Business Case: This contract will provide for routine maintenance of state trunkline highways within the village of Bellevue. It will provide for winter maintenance (road patrols, snow plowing, and snow removal) to ensure safe travel routes for the public. It will also provide for routine summer maintenance operations, including roadside mowing, surface and shoulder maintenance, tree removal, and emergency response. This contract is retroactive because it was inadvertently omitted from the list of state trunkline maintenance contracts approved by the State Administrative Board on September 7, 2004.

Benefit: Under the state trunkline maintenance contracts, the cities and municipalities act as agents of the state, protecting the interests of MDOT by providing timely responses to mitigate hazards to the traveling public. In addition, the cities and municipalities act in the best interests of MDOT and the public to utilize proactive maintenance techniques to protect our road and bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The contract is based on negotiated unit costs for specific well-defined work items paid on a per hour unit. The number of budget hours for each work item is established in the maintenance work plan determined by the Transportation Service Center manager.

Risk Assessment: The maintenance work items identified in these contracts are essential to the operation and management of the trunkline system. Failure to perform routine maintenance may provide an unsafe travel environment for the public.

Cost Reduction: The work plan developed for this contract is monitored closely on a monthly basis to prevent use of trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This contract provides for routine maintenance.

Zip Code: 48909.

37. *HIGHWAYS – State Trunkline Maintenance

Retroactive Contract (2005-0118) between MDOT and the Township of Clinton will provide for the performance of state trunkline maintenance within the township of Clinton. The contract will be in effect from October 1, 2004, through September 30, 2009.

P.A. 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. This maintenance contract was not competitively bid but was negotiated with the local units of government. MDOT has made findings that such negotiated agreements are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c).

This contract will operate on a cost reimbursement basis, subject to final audit to actual costs. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the Maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipality budgets. Source of Funds: 100% State Restricted Trunkline Funds.

This contract is retroactive because it was inadvertently omitted from the list of state trunkline maintenance contracts approved by the State Administrative Board on September 7, 2004.

Purpose/Business Case: This contract will provide for routine maintenance of state trunkline highways within the township of Clinton. It will provide for winter maintenance (road patrols, snow plowing, and snow removal) to ensure safe travel routes for the public. It will also provide for routine summer maintenance operations, including roadside mowing, surface and shoulder maintenance, tree removal, and emergency response. This contract is retroactive because it was inadvertently omitted from the list of state trunkline maintenance contracts approved by the State Administrative Board on September 7, 2004.

Benefit: Under the state trunkline maintenance contracts, the cities and municipalities act as agents of the state, protecting the interests of MDOT by providing timely responses to mitigate hazards to the traveling public. In addition, the cities and municipalities act in the best interests of MDOT and the public to utilize proactive maintenance techniques to protect our road and bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The contract is based on negotiated unit costs for specific well-defined work items paid on a per hour unit. The number of budget hours for each work item is established in the maintenance work plan determined by the Transportation Service Center manager.

Risk Assessment: The maintenance work items identified in these contracts are essential to the operation and management of the trunkline system. Failure to perform routine maintenance may provide an unsafe travel environment for the public.

Cost Reduction: The work plan developed for this contract is monitored closely on a monthly basis to prevent use of trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This contract provides for routine maintenance.

Zip Code: 48909.

38. *HIGHWAYS – State Trunkline Maintenance

Contract (2005-0119) between MDOT and the City of Center Line will provide for the performance of state trunkline maintenance within the city of Center Line. The contract will be in effect from the date of award through September 30, 2009.

P.A. 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. This maintenance contract was not competitively bid but was negotiated with the local units of government. MDOT has made findings that such negotiated agreements are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c).

This contract will operate on a cost reimbursement basis, subject to final audit to actual costs. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the Maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipality budgets. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for routine maintenance of state trunkline highways within the city of Center Line. It will provide for winter maintenance (road patrols, snow plowing, and snow removal) to ensure safe travel routes for the public. It will also provide for routine summer maintenance operations, including roadside mowing, surface and shoulder maintenance, tree removal, and emergency response.

Benefit: Under the state trunkline maintenance contracts, the cities and municipalities act as agents of the state, protecting the interests of MDOT by providing timely responses to mitigate hazards to the traveling public. In addition, the cities and municipalities act in the best interests of MDOT and the public to utilize proactive maintenance techniques to protect our road and bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The contract is based on negotiated unit costs for specific well-defined work items paid on a per hour unit. The number of budget hours for each work item is established in the maintenance work plan determined by the Transportation Service Center manager.

Risk Assessment: The maintenance work items identified in these contracts are essential to the operation and management of the trunkline system. Failure to perform routine maintenance may provide an unsafe travel environment for the public.

Cost Reduction: The work plan developed for this contract is monitored closely on a monthly basis to prevent use of trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This contract provides for routine maintenance.

Zip Code: 48909.

39. HIGHWAYS – Construction of Chemical Storage Facility

Contract (2005-0121) between MDOT and the Muskegon County Road Commission will provide for the construction of a chemical storage facility in Muskegon County. The contract will be in effect from the date of award through two years. The contract amount will be \$730,000. Source of Funds: 59% State Restricted Trunkline Funds and 41% Muskegon County Funds.

Purpose/Business Case: The contract will provide for the construction of a chemical storage facility in Muskegon County. The chemical storage building will be a concrete wall type bulk facility with a capacity of up to 6,000 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will assure the most cost-effective and efficient way of delivering winter operation activities in the area.

Funding Source: 59% State Restricted Trunkline Funds and 41% Muskegon County Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be

determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Muskegon County. Failure to award this contract and construct the facility would result in lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline budget for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49442-4999.

40. HIGHWAYS – Construction of Chemical Storage Facility

Contract (2005-0122) between MDOT and the Roscommon County Road Commission will provide for the construction of a chemical storage facility in Backus Township, Roscommon County. The contract will be in effect from the date of award through two years. The contract amount will be \$560,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract will provide for the construction of a chemical storage facility in Backus Township. The chemical storage building will be a concrete wall type bulk facility with a capacity of up to 4,300 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will assure the most cost-effective and efficient way of delivering winter operation activities in the area.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Roscommon County. Failure to award this contract and construct the facility would result in lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline budget for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 48651.

41. HIGHWAYS – Construction of Chemical Storage Facility

Contract (2005-0123) between MDOT and the Ottawa County Road Commission will provide for the construction of a chemical storage facility in Holland Township, Ottawa County. The contract will be in effect from the date of award through two years. The contract amount will be \$640,000. Source of Funds: 24% State Restricted Trunkline Funds and 76% Ottawa County Funds.

Purpose/Business Case: The contract will provide for the construction of a chemical storage facility in Ottawa County. The chemical storage building will be a concrete wall type bulk facility with a capacity of up to 5,000 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will assure the most cost-effective and efficient way of delivering winter operation activities in the area.

Funding Source: 24% State Restricted Trunkline Funds and 76% Ottawa County Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Ottawa County. Failure to award this contract and construct the facility would result in lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent use of trunkline budget for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49417.

42. HIGHWAYS – Construction of Chemical Storage Facility

Contract (2005-0124) between MDOT and the Keweenaw County Road Commission will provide for the construction of a chemical storage facility in the village of Mohawk, Ottawa County. The contract will be in effect from the date of award through two years. The contract amount will be \$325,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract will provide for the construction of a chemical storage facility in Keweenaw County. The chemical storage building will be a high arch type bulk facility with a capacity of up to 1,500 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will assure the most cost-effective and efficient way of delivering winter operation activities in the area.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Keweenaw County. Failure to award this contract and construct the facility would result in lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent use of trunkline budget for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49950.

43. HIGHWAYS - Cost Participation for Local Agency Contract

Contract (2005-5043) between MDOT and the Road Commission for Oakland County will provide FHWA grant funds for participation in the following improvements:

Integration, implementation, and evaluation of Phase IV of the Southeastern Michigan Snow and Ice Management (SEMSIM) System consisting of instrumentation of maintenance vehicles in the Detroit Urban Area to allow integration with current Intelligent Transportation Systems (ITS), as described in the following specific work orders in the SEMSIM Work Plan.

Work Order No. 1 - Project Planning and Administration

Work Order No. 2 - Systems Implementation and Management

Work Order No. 3 – Training, Maintenance, Installation, and Technical Consultation

Estimated Funds:

Federal Highway Administration Funds	\$2,400,000
Road Commission for Oakland County Funds	<u>\$ 600,000</u>
Total Funds	<u>\$3,000,000</u>

CM 63459 - 53782

Local Letting and Force Account

Purpose/Business Case: To provide for participation in Intelligent Transportation System activities and Congestion Mitigation and Air Quality activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Increased integration and coordination within and among transportation modes to improve traffic operations.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and Road Commission for Oakland County Funds.

Commitment Level: 80% federal up to \$2,400,000 and the balance by Road Commission for Oakland County; based on estimate.

Risk Assessment: Contract required in order for County to receive these federal funds.

Cost Reduction: Low bid and estimate reviewed to make sure costs are reasonable.

Selection: Low bid and possible sole source.

New Project Identification: New software and equipment development and management.

Zip Code: 48213.

44. HIGHWAYS – (Real Estate) IDS Real Estate Title Services

Contract (2005-0105) between MDOT and Midstate Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

45. HIGHWAYS - (Real Estate) IDS Real Estate Title Services

Contract (2005-0106) between MDOT and Bell Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

46. HIGHWAYS - (Real Estate) Real Estate Mapping Services
Contract (2005-0111) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide the update of the Macomb and Ingham Counties map books for the Real Estate Support Area. This update will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. This contract will be in effect from the date of the award through September 30, 2005. The contract amount will be \$119,114. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Purpose/Benefit Case:** To provide for the update of the right-of-way maps and their transfer to electronic format.
Benefit: Will provide current information and electronic access.
Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
Commitment Level: The costs are fixed.
Risk Assessment: Incorrect information could be provided, which could result in encroachments and project delays.
Cost Reduction: Updated information provides for more efficient planning of highways, and electronic format provides quick access.
Selection: Low bid.
New Project Identification: This is not a new project.
Zip Codes: 48065 and 48909.
47. HIGHWAYS - (Real Estate) Real Estate Mapping Services
Contract (2005-0112) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for the update of the Livingston County map book for the Real Estate Support Area. This update will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. This contract will be in effect from the date of the award through September 30, 2005. The contract amount will be \$33,022. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Purpose/Benefit Case:** To provide for the update of the right-of-way maps and their transfer to electronic format.
Benefit: Will provide current information and electronic access.
Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
Commitment Level: The costs are fixed.
Risk Assessment: Incorrect information could be provided, which could result in encroachments and project delays.
Cost Reduction: Updated information provides for more efficient planning of highways, and electronic format provides quick access.
Selection: Low bid.
New Project Identification: This is not a new project.
Zip Codes: 48843.
48. HIGHWAYS - (Real Estate) Real Estate Mapping Services
Contract (2005-0113) between MDOT and Wilcox Professional Services, LLC, will provide for the update of the St. Joseph County map book for the Real Estate Support Area. This update will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. This contract will be in effect from the date of the award through September 30, 2005. The contract amount will be \$32,704.51. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Benefit Case: To provide for the update of the right-of-way maps and their transfer to electronic format.

Benefit: Will provide current information and electronic access.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided, which could result in encroachments and project delays.

Cost Reduction: Updated information provides for more efficient planning of highways, and electronic format provides quick access.

Selection: Low bid.

New Project Identification: This is not a new project.

Zip Codes: 49091.

49. ***MULTI-MODAL – Rail Passenger**

Retroactive Contract (2005-0078) between MDOT and the Detroit Transportation Corporation will provide for reimbursement to MDOT by the Detroit Transportation Corporation of the costs of the Rail Safety System Audit of the Detroit People Mover (DPM), a rail fixed guideway system in Detroit, Michigan. The DPM is owned and operated by the Detroit Transportation Corporation. MDOT has state oversight responsibility for the DPM. The American Public Transportation Association (APTA) will conduct the safety audit with the cooperation of the Detroit Transportation Corporation in order to meet Federal Railroad Administration requirements that such guideway systems be safety audited once every three years. The cost of the audit will be \$50,160, which the Detroit Transportation Corporation will pay to MDOT in three annual payments of \$16,720 each. MDOT will make payments to APTA upon receipt of the Detroit Transportation Corporation's payments to MDOT. The contract will be in effect from July 1, 2004, through June 30, 2007. Source of Funds: Detroit Transportation Corporation Funds - \$50,160.

This contract is retroactive as the oversight responsibilities for the DPM were only recently transferred to MDOT from the Michigan Department of Consumer & Industry Services. Our first contact with the Detroit Transportation Corporation was in mid-November. A formal contractual process with the Detroit Transportation Corporation needed to be developed, which delayed implementation.

Purpose/Business Case: MDOT is responsible for the rail safety system oversight of the Detroit People Mover (DPM). Within the oversight responsibilities, MDOT must assure that the DPM conducts an audit of its System Safety Plan at least once every three years. This contract is for the Detroit Transportation Corporation to reimburse MDOT for the cost of the American Public Transportation Association to conduct the audit in compliance with Federal Railroad Administration guidelines.

Benefit: This contract will ensure that the DPM continues to be operated within applicable safety guidelines to provide safe, quality transportation to its riders. The scope of the audit also covers the safety and health of DPM employees involved in operating and maintaining the system.

Funding Source: Detroit Transportation Corporation Funds - \$50,160.

Commitment Level: This is a fixed cost contract.

Risk Assessment: The risk of not performing the audit and/or oversight responsibilities is that MDOT would be non-compliant with federal requirements and MDOT would risk losing federal funding for other projects.

Cost Reduction: The cost is established by APTA and is not negotiable.

Selection: N/A.

New Project Identification: This is a new project for MDOT. In prior years, the Michigan Department of Consumer & Industry Services had responsibility for this project.

Zip Code: 48226.

50. *MULTI-MODAL – Rail Passenger

Retroactive Contract (2005-0079) between MDOT and the American Public Transportation Association (APTA) will provide funding to APTA for the Rail Safety System Audit of the Detroit People Mover (DPM), a rail fixed guideway system in Detroit, Michigan. The DPM is owned and operated by the Detroit Transportation Corporation (DTC). MDOT has state oversight responsibility for the DPM. APTA will conduct the safety audit with the cooperation of DTC in order to meet Federal Railroad Administration requirements that such guideway systems be safety audited once every three years. Funding for the audit will be provided by DTC to MDOT under Contract 2005-0078. MDOT will make payments to APTA upon receipt of DTC's payments to MDOT. The cost of the safety audit will be \$50,160, to be made in three annual payments of \$16,720 each. The contract will be in effect from July 1, 2004, through June 30, 2007. Source of Funds: Detroit Transportation Corporation Funds - \$50,160.

This contract is retroactive as the oversight responsibilities for the DPM were only recently transferred to MDOT from the Michigan Department of Consumer & Industry Services. Our first contact with the Detroit Transportation Corporation was in mid-November. A formal contractual process with the Detroit Transportation Corporation needed to be developed, which delayed implementation.

Purpose/Business Case: MDOT is responsible for the oversight of the Detroit People Mover (DPM). Within the oversight responsibilities, MDOT must assure that DPM conducts an audit of its System Safety Plan at least once every three years. This contract is for the American Public Transportation Association to conduct the audit in compliance with Federal Railroad Administration guidelines.

Benefit: This contract will ensure that the DPM continues to be operated within applicable safety guidelines to provide safe, quality transportation to its riders. The scope of the audit also covers the safety and health of DPM employees involved in operating and maintaining the system.

Funding Source: Detroit Transportation Corporation Funds - \$50,160.

Commitment Level: This is a fixed cost contract.

Risk Assessment: The risk of not performing the audit and/or oversight responsibilities is that MDOT would be non-compliant with federal requirements and MDOT would risk losing federal funding for other projects.

Cost Reduction: The cost is established by APTA and is not negotiable.

Selection: N/A.

New Project Identification: This is a new project for MDOT. In prior years, the Michigan Department of Consumer & Industry Services had responsibility for this project.

Zip Code: 20006.

51. *MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2002-0379/A1) between MDOT and the Livingston County Board of Commissioners will extend the contract term by seventeen years to allow sufficient time for condemnation proceedings to take place and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the land acquisition costs of parcels 28, 31-33, 56, and E57 and consultant fees only for parcel 34 at the Livingston County Airport in Howell, Michigan. The revised contract term will be April 11, 2002, through April 10, 2022. The total contract amount remains unchanged at \$726,000. Source of Funds: FAA Funds - \$653,400; Livingston County Funds - \$72,600.

Purpose/Business Case: To allow sufficient time for condemnation proceedings to take place. The twenty-year term will comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The extension will allow the contract to remain open until the project is completed and final payment is made.

Funding Source: FAA Funds - \$653,400; Livingston County Funds - \$72,600; Contract Total - \$726,000.

Commitment level: There is no increase in funding.

Risk Assessment: If the contract is not extended, the project cannot be completed, and a new retroactive contract would be required.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for cost reductions.

Selection: N/A.

New Project Identification: This is a time extension of an existing project.

Zip Code: 48855.

52. *MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2002-0380/A1) between MDOT and the Livingston County Board of Commissioners will extend the contract term by seventeen years to allow sufficient time for the consultant to finalize project documents and for MDOT to process final payment to the consultant and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the update of an Exhibit A for parcels E24, 28-35, and 56 and for the acquisition costs of parcel 34 at the Livingston County Airport in Howell, Michigan. The revised contract term will be April 11, 2002, through April 10, 2022. The total contract amount remains unchanged at \$274,000. Source of Funds: FAA Funds - \$246,600; Livingston County Funds - \$27,400.

Purpose/Business Case: To allow sufficient time for the consultant to finalize project documents and for MDOT to process final payments to the consultant. The twenty-year term will comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The extension will allow the contract to remain open until the project is completed and final payment is made.

Funding Source: FAA Funds - \$246,600; Livingston County Funds - \$27,400; Contract Total - \$274,000.

Commitment Level: There is no increase in funding.

Risk Assessment: If the contract is not extended, the project cannot be completed, and a new retroactive contract would be required.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for cost reductions.

Selection: N/A.

New Project Identification: This is a time extension of an existing project.

Zip Code: 48855.

53. *MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2004-0346/A2) between MDOT and the Oceana County Board of Commissioners will increase state grant funds by \$9,200 due to higher than anticipated costs for the update of the airport layout plan (ALP). The original contract provides for the construction of taxi streets and for the update of the airport layout plan at the Oceana County Airport in Hart, Michigan. The contract term remains unchanged, July 8, 2004, through July 7, 2024. The revised total contract amount will be \$120,600. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$100,260	\$8,280	\$108,540
Oceana County Funds	<u>\$ 11,140</u>	<u>\$ 920</u>	<u>\$ 12,060</u>
Total	<u>\$111,400</u>	<u>\$9,200</u>	<u>\$120,600</u>

Purpose/Business Case: To provide additional funds for the update of the existing ALP to current federal standards. The original estimate was based on state standards.

Benefit: Will provide for the update the ALP document to meet current FAA standards and requirements.

Funding Source: State Restricted Aeronautics Funds - \$108,540; Oceana County Funds - \$12,060; Contract Total - \$120,600.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the ALP may not be completed in accordance with federal guidelines, which would cause the airport sponsor to be in non-compliance with federal standards.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and additional cost reductions.

Selection: N/A.

New Project Identification: This is for the update of an existing document.

Zip Code: 49420.

54. TRANSPORTATION PLANNING - Master Planning Agreement

The following project authorization revisions issued under master planning agreements between MDOT and the following agencies will provide for additional funds to carry out Pavement Surface Evaluation and Rating (PASER) ratings for all federal-aid eligible roads, as required by Public Act 499 of 2002. The additional funds will allow the regions to conduct a pilot study on behalf of the Transportation Asset Management Council. The authorization terms remain unchanged, October 1, 2004, through September 30, 2005. The terms of the master agreements are from October 1, 2002, through September 30, 2005. Source of Funds: 100% Michigan Transportation Funds.

<u>Contract #</u>	<u>Agency</u>	<u>Increased Amount</u>	<u>Revised Amount</u>	<u>Zip Code</u>
2003-0001/Z8/R1	Battle Creek Area Transportation Study	\$13,894	\$33,894	49015
2003-0021/Z9/R1	Southwestern Michigan Commission	\$45,136	\$82,166	49022

Purpose: To develop a pilot program to determine the cost and time resources associated with collecting road condition data on local roads.

Benefit: Under MCL 247.659a, the Transportation Asset Management Council is to begin collecting road condition data on local roads after they have completed collecting such data on federal-aid eligible roads. This is scheduled to begin in 2006. In order to determine the cost and time to collect such data, the Council has developed a pilot project with the Southwestern Michigan Commission.

Funding Source: The funding source is state restricted funds from the Michigan Transportation Fund and budgeted to the Transportation Asset Management Council.

Commitment Level: The contract is based upon an estimate of \$12.88 per mile.

Risk Assessment: In order for the Council to adequately budget for the collection of data at the local level, it is necessary to test the procedures to determine both the cost per mile and the amount of time it is likely to take to collect data on some 89,000 miles of roads.

Cost Reduction: A lower rate has not been negotiated. The results of the project will be used to develop an on-going statewide data collection program.

Selection: N/A.

New Project Identification: This is a new project.

Zip Codes: See above.

55. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2004-0049/A2) between MDOT and the TC-TALUS Policy Board will extend the contract term by one month to provide sufficient time for the consultant to complete the project. The additional time is needed so that the results from the final public meeting can be incorporated into the final report. The original contract provides for the development of a synopsis of past and present transportation and land use plans in the Traverse City area and the distribution of a report for governmental entities for future land use decisions. This is a federal grant from a national discretionary program. The intent of this program is to fund innovative transportation and land use activities. The revised contract term will be April 9, 2004, through April 30, 2005. The contract amount remains unchanged at \$108,875. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To allow sufficient time for the consultant to successfully complete the project. The additional time is needed so that the results from the final public meeting can be incorporated into the final report. The purpose of this project is to augment the public involvement portion of the TC-TALUS long-range plan. The funding will allow the development of a synopsis of past and present transportation and land use plans. A publication of a guide to transportation planning and project selection will be prepared for the use by governmental entities in the study area for their use in future land use decisions.

Benefit: The development of a Land-Use Change Model to allow citizens and governmental officials the opportunity to test the effects of differing growth patterns in the Traverse City area.

Funding Source: This is a federal grant from a national discretionary fund intended for the use of innovative transportation planning studies and land-use plans. Federal Highway Administration Funds - \$108,875.

Commitment Level: This contract is based on a fixed cost.

Risk Assessment: The risk of not doing this project would result in a loss of federal dollars for transportation planning studies and land-use.

Cost Reduction: There is no cost reduction.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49684.

56. *TRANSPORTATION PLANNING - Asset Management Training Guide and Instructional Course

Contract (2005-0086) between MDOT, on behalf of the Transportation Asset Management Council, and Cambridge Systematics, Inc., will provide for the development of an asset management training guide and instructional course for use by local road agencies. The contract will be in effect from the date of award through December 31, 2005. The contract amount will be \$200,000. Source of Funds: 100% State Restricted Michigan Transportation Funds.

Purpose/Business Case: MCL 247.659(a) requires the Transportation Asset Management Council to develop an asset management process and the necessary tools and procedures needed to implement that process for all public roads within the State of Michigan. As part of fulfilling that mandate, it is necessary to instruct local road agencies on how to set up asset management programs. In addition, Act 9 of 2004 permits cities and villages to transfer more than 25% of their major street funds to their local roads if they are using an asset management process. In surveys conducted by the Asset Management Council, very few cities and villages now qualify for this transfer because they do not have an asset management process in place. In order to assist these agencies, it is necessary to develop a training guide and course to help them establish asset management processes.

Benefit: More agencies are likely to implement asset management processes for their road systems.

Funding Source: 100% State Restricted Michigan Transportation Funds. These funds are dedicated from the legislature to the Asset Management Council.

Commitment Level: The contract cost is for a fixed amount not to exceed \$200,000.

Risk Assessment: If the contract is not awarded, other means of instructing local agencies on the methods of asset management will need to be found.

Cost Reduction: There is no cost reduction for this project.

* Denotes a non-standard contract/amendment

Selection: Sole Source.

New Project Identification: This is a new project.

Zip Code: 02140.

EXTRAS

57. Extra 2005 - 29

Control Section/Job Number: 73171-75175 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Interstate Highway Construction
P.O. Box 4356
Englewood, CO 80155

Designed By: MDOT

Engineer's Estimate: \$37,169,137.19

Description of Project:

7.20 mi of concrete overlay, shoulder widening, drainage and safety improvements on I-75, from M-57 north to Birch Run Creek, and widening, overlay and substructure repairs on B03 over Pine Run Creek, in Vienna and Birch Run Townships, Genesee and Saginaw Counties.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	April 7, 2004	
Original Contract Amount:	\$31,394,459.83	
Total of Overruns/Changes (Approved to Date):	-661,457.34	- 2.11%
Total of Extras/Adjustments (Approved to Date):	1,612,175.52	+ 5.14%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>187,097.38</u>	<u>+ 0.60%</u>
Revised Total	<u>\$32,532,275.39</u>	+ 3.63%

Offset Information

Total Offsets This Request	-374,194.77	- 1.19%
Net Revised Request	-\$187,097.39	- 0.60%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.03% over the original budget for an **Authorized to Date Amount** of \$32,345,178.01.

Approval of this extra will place the authorized status of the contract 3.63% or \$1,137,815.56 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 12 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

* Denotes a non-standard contract/amendment

CM 12

Value Engineering #1

\$187,097.38**Total****\$187,097.38****CM 12 Offset Information**

Aggregate Base, 6 inch	-29,141.500 Syd @ \$4.35/Syd	-\$126,765.53
Excavation, Earth	+11,434.890 Cyd @ \$1.33/Cyd	\$15,208.40
HMA Surface, Rem	+ 29,459.00 Syd @ \$0.69/Syd	\$20,326.71
HMA, 4C	-5,396.330 Ton @ \$35.00/Ton	-188,871.55
Pavt, Rem	-29,404.000 Syd @ \$3.20/Syd	-94,092.80
Total		-\$374,194.77

Net Revised CM 12 Request**-\$187,097.39****Total Offsets This Request****-\$374,194.77****Net Revised Request****-\$187,097.39****Reason(s) for Extra(s)/Adjustment(s):**

A Value Engineering Change Proposal (VECP) was submitted by the contractor. The VECP proposed a change in construction staging. The proposal will allow the use of existing facilities for temporary traffic control in lieu of providing a new temporary roadway for maintaining traffic.

The proposal was submitted per the requirements in the supplemental specification for VECP, as contained in the project proposal. The VECP was submitted with a \$409,729.88 decrease in contract work and a \$35,535.11 additional cost, resulting in a net project savings of \$374,194.77. The contractor is to receive 50% of the net savings as described in the contract documents; therefore, this contract modification will authorize payment to the contractor in the amount of \$187,097.38.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48420.

58. Extra 2005 - 30

Control Section/Job Number: 81076-32390 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Michigan Paving & Materials Co.
P.O. Box 787
Belleville, MI 48111

Designed By: MDOT
Engineer's Estimate: \$8,800,000.00

Description of Project:

6 miles of design, construction and warranty of bituminous pavement on US-23 from north of Milan to north of Bemis Road in the Township of York, Washtenaw County.

Administrative Board Approval Date:	August 6, 1996	
Contract Date:	September 13, 1996	
Original Contract Amount:	\$7,610,713.85	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	41,930.38	+ 0.55%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>237,942.87</u>	<u>+ 3.13%</u>
Revised Total	<u>\$7,890,587.10</u>	+ 3.68%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.55% over the original budget for an **Authorized to Date Amount** of \$7,652,644.23.

Approval of this extra will place the authorized status of the contract 3.68% or \$279,873.25 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Authorization Number(s): 2003

This authorization requests payment for the following Extra(s)/Adjustment(s) to the contract:

Authorization 2003

ADDITIONAL TAPER WORK ON WILLIS RD. RAMP C AND CARPENTER RD. RAMP E	1 Ea @ \$237,942.87/Ea	<u>\$237,942.87</u>
Total		<u>\$237,942.87</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor claimed extra work was performed outside of the original contract per Section 1.05.12 of the 1990 Standard Specifications for Construction. A University Region claim meeting was held on March 4, 2004, regarding extra work. After further discussion, it was agreed that the work performed was extra work outside of the original project plans and proposal. A portion of the project plans depicted the extension of two project ramps. The construction operations and contract work required for these specific ramp extensions directly conflicted with two other ramps within the project interchange. Work on these supplemental ramps was required, but not included in the original proposal.

The final region claim letter required the contractor to submit supporting documentation concerning the extra work. The documentation was reviewed, verified, approved and is on file at the Brighton TSC. The review included an analysis of quantities and unit prices. The extra cost for ADDITIONAL TAPER WORK ON WILLIS RD. RAMP C AND CARPENTER RD. RAMP E was negotiated per Section 1.04.03 of the 1990 Standard Specifications for Construction. The cost is based on average unit prices at the time of bid and therefore, was deemed reasonable.

Section 1.04.03 – EXTRA WORK – of the 1990 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48160.

OVERRUNS59. **Overrun 2005 - 18**

Control Section/Job Number:	80555-73401A	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Michigan Paving & Materials Co. P.O. Box 787 Belleville, MI 48111	
Designed By:	Local Agency	
Engineer's Estimate:	\$812,384.30	

Description of Project:

4.40 mi of rehabilitation including trenching, widening, hot mix asphalt surfacing, aggregate shoulders, drainage improvements, intersection improvements, pavement markings, and restoration on County Road 681 from County Road 380 to County Road 388 in Columbia and Geneva Townships, Van Buren County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 12, 2003	
Original Contract Amount:	\$684,659.68	
Total of Overruns/Changes (Approved to Date):	68,465.97	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>25,169.68</u>	+ <u>3.68%</u>
Revised Total	<u>\$778,295.33</u>	+ 13.68%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$753,125.65.

Approval of this overrun will place the authorized status of the contract 13.68% or \$93,635.65 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Constructing Pipe Cross Culverts	75.000 Ft @ \$28.00/Ft	\$2,100.00
HMA, 13A, Mod, Base Course	125.000 Ton @ \$25.80/Ton	3,225.00
HMA, 13A, Mod, Leveling Course	125.050 Ton @ \$25.42/Ton	3,178.77
Embankment, LM	1,086.820 Cyd @ \$7.00/Cyd	7,607.74
Shoulder, CI II	950.490 Ton @ \$9.53/Ton	<u>9,058.17</u>
Total		<u>\$25,169.68</u>

Reason(s) for Overrun(s):

There were four additional cross culverts found during construction operations that were not identified on the project plans. These culverts were in poor condition and were replaced. The original pay item Constructing Pipe Cross Culverts will compensate the contractor for this work.

The slope of the existing asphalt surface was miscalculated during the design phase. Due to the miscalculation, additional quantities of four original work items were necessary to complete the planned work.

The existing slopes were greater than depicted in the project plans. The roadway cross slope had to be lessened in order to provide the proper roadway grade as called for in the project plans. The additional quantities for work items HMA, 13A, Mod, Base Course and HMA, 13A, Mod, Leveling Course were necessary to bring the roadway grade to the planned cross section. This increase in asphalt thickness also required additional Shoulder, CI II material. The additional asphalt, in conjunction with the additional shoulder depth, also required the roadway foreslope to be adjusted. The foreslope was brought to the planned grade with additional Embankment, LM material. These original items will compensate the contractor for this work.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 72%; State Restricted Trunkline, 14%; Van Buren County, 14%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low-bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49013, 49056.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

Funding Source:

74217A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%
75167A		
State Restricted Trunkline Funds	100	%
78014A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
78024A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48197.

2.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503033	\$ 4,031,105.71	\$ 4,072,385.25
	PROJECT MG 09033-53356		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 04, 2005		
	COMPLETION DATE - NOVEMBER 15, 2005		1.02 %

2.31 mi of hot mix asphalt cold milling and resurfacing, joint repairs, concrete curb and gutter, concrete reconstruction, storm sewer, watermain, hot mix asphalt overlay on B05 of 09033 and other miscellaneous items of work on M-13 from Johnson Drain northerly to the north Pinconning city limits, in the city of Pinconning, Pinconning Township, Bay County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 4,072,385.25	Same	1 **
Pyramid Paving & Contracting	\$ 4,087,669.38	Same	2
Rieth-Riley Construction Co., Inc.	\$ 4,104,801.10	Same	3
C & D Hughes, Inc.	\$ 4,124,709.87	Same	4
Bolen Asphalt Paving, Inc.			
Six-S, Inc.			
Florence Cement Company			
John Carlo, Inc.			
Tony Angelo Cement Construction Company			

4 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

53356A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48650.

3.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503057	\$ 1,088,554.09	\$ 1,167,371.96
	PROJECT STH 82292-76041, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 18, 2005		
	COMPLETION DATE - SEPTEMBER 20, 2006		7.24 %

0.25 mi of ramp widening and pavement repair on the southbound I-275 exit ramp to M-15, 0.6 mi of widening for right turn lane, concrete repairs, drainage work on westbound M-153 from I-275 to Lilley Road and widening for a right turn lane from eastbound M-153 to the southbound I-275 entrance ramp in Canton Township, Wayne County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C & D Hughes, Inc.	\$ 1,167,371.96	Same	1 **
Peter A. Basile Sons, Inc.	\$ 1,223,511.85	Same	2
Angelo Iafrate Construction Company	\$ 1,227,325.87	Same	3
Six-S, Inc.	\$ 1,328,868.30	Same	4
Dan's Excavating, Inc.	\$ 1,395,459.70	Same	5
Kelcris Corporation			
Ajax Paving Industries, Inc.			
Florence Cement Company			
Cadillac Asphalt, LLC.			

5 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

76041A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

78170A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48187.

4.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503058	\$ 920,223.32	\$ 876,141.00
	PROJECT BHN 03033-77058		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 04, 2005		
	COMPLETION DATE - JUNE 24, 2005		-4.79 %

Substructure repair, painting and structural steel repair on US-31BR (58th Street) over northbound US-31/I-196, on 109th Avenue over US-31/I-196, and on 130th Avenue over US-31/I-196, in the cities of Holland and Douglas, Casco Township, Allegan County.

3.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Midwest Bridge Company	\$ 876,141.00	Same	1 **
Icarus Industrial Painting & Contrac	\$ 880,348.50	Same	2
Atsalis Brothers Painting Co.	\$ 913,560.50	Same	3
Anlaan Corporation	\$ 990,078.50	Same	4
Seaway Painting L.L.C.	\$ 1,051,493.10	Same	5
J. Slagter & Son Construction Co.	\$ 1,063,923.50	Same	6
Abhe & Svoboda, Inc.	\$ 1,322,400.00	Same	7
L. W. Lamb, Inc.			
C.A. Hull Co., Inc.			
Walter Toebe Construction Co.			

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

77058A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49424.

5.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503094	\$ 5,085,593.35	\$ 3,690,097.25
	PROJECT M 84909-M00200		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 03, 2005		
	COMPLETION DATE - SEPTEMBER 30, 2007		-27.44 %

Routine and preventive maintenance of MDOT owned freeway lighting countywide, on M-8 (Davidson Freeway), M-10, M-39, I-75, I-94, I-275, I-375, in the cities of Allen Park, Dearborn, Dearborn Heights, Detroit, Hamtramck, Harper Woods, Highland Park, Lincoln Park, Livonia, Melvindale, Romulus, and Southgate, in Canton, Plymouth, Redford and Van Buren Townships, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
Harlan Electric Company	\$ 3,690,097.25	Same	1 **
Motor City Electric Utilities Co.	\$ 4,368,268.61	Same	2
Metropolitan Power & Lighting, Inc.			
Posen Construction, Inc.			
J. Ranck Electric, Inc.			
Rauhorn Electric, Inc.			
Trans Tech Electric LP			
Severance Electric Co., Inc.			

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M00200

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48226.

LOCAL PROJECTS

6.	LETTING OF MARCH 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0503031	\$ 1,762,131.40	\$ 1,477,314.20
	PROJECT STUL 13411-81440		
	LOCAL AGRMT. 04-5566		% OVER/UNDER EST.
	START DATE - APRIL 01, 2005		
	COMPLETION DATE - OCTOBER 03, 2005		-16.16 %

3.62 mi of hot mix asphalt paving, pavement removal, cold milling hot mix asphalt, drainage work, sanitary sewer work, watermain work and earthwork items on River Road from Armstrong Road (west county line) to M-37 in the city of Battle Creek, Calhoun County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Robert Bailey Contractors, Inc.	\$ 1,477,314.20	Same	1 **
Hoffman Bros., Inc.	\$ 1,489,182.25	Same	2
Peters Construction Co.	\$ 1,538,042.02	Same	3
Kalin Construction Co., Inc.	\$ 1,548,200.91	Same	4
Balkema Excavating, Inc.	\$ 1,639,339.70	Same	5
Aggregate Industries-Central Region			
Kamminga & Roodvoets, Inc.			
Nashville Construction Company			
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.			

Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

* Denotes a non-standard contract/amendment

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

81440A

City of Battle Creek

45.80 %

Federal Highway Administration Funds

54.20 %

Zip Code: 49015.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director